

The Hongkong Telegraph.

No. 364.

FRIDAY, MARCH 30, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

P E A R S' S O A P.

FARINA'S EAU DE COLOGNE.

ATKINSON'S PERFUMERY.

GOSNELL'S CHERRY TOOTH PASTE.

DR. PIERREPONT'S NEW TOOTH

BRUSHES.

ENGLISH AND AMERICAN RAZORS.

THE NEW WIRE HAIR BRUSHES.

DRESSING AND TRAVELLING CASES.

LANE, CRAWFORD & Co.

Hongkong, 30th March, 1883.

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33. RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LO YEOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00 PERMANENT RESERVE.....Tls. 230,000.00 SPECIAL RESERVE FUND.....Tls. 29,555.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman. J. H. PINCKVOSS, Esq., Wm. MEYERINK, Esq., A. J. M. INVERARITY, Esq., C. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BERING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all parts of the world.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1883.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

Intimations.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883.

INTIMATION.

SIGNOR GIUSEPPE PENATI, certificated Professor of Music of the REGGIO CONSERVATORIO DI MILANO, and Resident in Hongkong for over 7 years, gives lessons in Music, Piano, Harmony and Singing.

CHARGES STRICTLY MODERATE.

Address—No. 8, PEEL STREET.

Hongkong, 7th March, 1883.

Auctions.

PUBLIC AUCTION OF VALUABLE PROPERTY, IN HOLLYWOOD ROAD.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

on the Premises, THE NINE SUBSTANTIALLY BUILT CHINESE HOUSES, in Hollywood Road, and known as Nos. 41 to 57. The above HOUSES will be sold in Nine Separate Lots subject to existing tenancies and lettings thereof.

For Particulars, Conditions and Plans, apply to J. M. GUEDES, Auctioneer.

Hongkong, 29th March, 1883.

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. HENRY LISTON DALRYMPLE and Mr. JOHN GORDON TALBOT HASSELL in Our Firm has Ceased and it is Closed in Hongkong from This Date, Mr. DALRYMPLE being Authorised to Sign "In Liquidation" in Hongkong.

BIRLEY & Co.

1st March, 1883.

MR. KENNETH DOUGLAS ADAMS and Mr. JAMES LYON PLAYFAIR SANDERSON are This Day admitted PARTNERS in Our Firms at Canton and Foochow.

BIRLEY & Co.

1st March, 1883.

MR. HENRY LISTON DALRYMPLE Acts as Correspondent of Messrs. BIRLEY & Co. here, and has commenced Business under the style of

BIRLEY, DALRYMPLE & Co.

Hongkong, 1st March, 1883.

NOTICE.

WE have authorised Mr. FRIEDRICH HEINRICH HOHNKE to sign our Firm from this date.

F. BLACKHEAD & Co.

Hongkong, 12th March, 1883.

NOTICE.

VICTORIA DISPENSARY.

DURING my absence Mr. STEWART MUNN MCLEISH will SIGN my Name Per Procuration.

WM. CRUICKSHANK.

Hongkong, 26th March, 1883.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

MR. WILLIAM BULLARD is appointed to Act as SUPERINTENDENT at this Station from TO-DAY.

By Order, J. ENSTON SQUIER, Superintendent.

Hongkong, 24th March, 1883.

To be Let.

TO LET.

THE UPPER FLOOR of No. 8, QUEEN'S ROAD CENTRAL, suitable for DWELLING or OFFICES.—Rent \$50.

Apply to

OFFICE ON QUEEN'S ROAD.

Apply to J. G. SMITH & Co.

Hongkong, 17th March, 1883.

TO LET.

NO. 4, OLD BAILEY STREET.

No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

No. 25A, PRAYA CENTRAL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 16th February, 1883.

TO LET.

A TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to

D. NOWROJEE, Hongkong Hotel.

Hongkong, 27th November, 1882.

Intimations.

WANTED.

A SITUATION as CLERK, BOOK-KEEPER, or GENERAL ASSISTANT, by a young man who has had ten years experience in China and Japan. Speaks French, English, German, Italian and Japanese. Moderate salary required. First-class references.

Apply to

B. C. A.,

care of Hongkong Telegraph Office.

Hongkong, 13th February, 1883.

MR. MOORE begs to recommend his GOGO SHAMPOO WASH

to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to use this wash up to bottles without allowing it to ferment; and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.

VARIETY STORE.

Queen's Road Central.

Hongkong, 15th January, 1883.

Intimations.

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

SELLING OFF CHEAP.

NO SUCH OPPORTUNITY EVER OFFERED BEFORE.

FOR ONE MONTH ONLY from This Date, all the BOOKS in this "STORE" including those which may arrive during the month, will be disposed of at Published Prices, Charging Extra only the actual expenses incurred, such as freight, insurance, &c., at current rate of exchange.

To avoid confusion, all the BOOKS selected shall not be delivered but forwarded together with a Memo of cost which if not approved, the BOOKS may be returned.

Also, "KAISAR-I-HIND" CIGARETTES are now offered at 80 Cents per 100, in Handsome Crystallized Tin Boxes, for the above period only.

TERMS, CASH ONLY.

S. MEYERS, MANAGER.

Hongkong, 13th March, 1883.

W. BREWER.

HAS JUST RECEIVED THE FOLLOWING NEW AND IMPORTANT BOOKS.

Seebohm's Siberia in Asia.
Ledger's The Sun and its Planets.
Prof. Seeley's Natural Religion.
Froude's Short Studies, 4th vol.
Wilson's Chapters on Evolution.
Crane's Art and Taste.
Ruff's Guide to the Turf.
Famous Racing Men.
Mongredien's Wealth Creation.
Williams' Science in Short Chapters.
Turner's Studies in Russian Literature.
Hudson's Scamper through America.
History of the year 1882.
English Political History by Acland and Ramsome.
Bergin's Engineers' Guide.
Colyer's Pumps and Pumping Machinery.
Half Hours with the Stars.
Tuckerman's English Prose and Fiction.
Bills of Exchange Act, 1882.
Macleod's Lectures on Banking.
Gilbert's Banking.
New Music!
New Fancy Goods!

JUVENILE BOOKS IN GREAT VARIETY.

PHOTOGRAPH ALBUMS FOR CABINETS ONLY.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 12th March, 1883.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....@ 15C PER YARD USUAL PRICE 25C
INVISIBLE CHECKED Do.....@ 15C do do 25C
TOMPAOURE DELAINES Do.....@ 20C do do 30C
ROUGH & READY SERGES Do.....@ 20C do do 30C
CHECKED MOHAIRS Do.....@ 30C do do 45C
TERRA COTTA & OTHER STRIPED SATINETTES.....@ 50C do do 75C
FANCY VELVETEENS.....@ 35C do do 50C
ALSO
LADIES SHOES.....@ \$1.25 PER PAIR do \$2.50
LADIES SHOES.....@ \$1.50 do do \$2.50
LADIES SHOES.....@ \$1.75 do do \$2.82

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th February, 1883.

For Sale.

NOTICE.

SELLING OFF! SELLING OFF!! SELLING OFF!!!

AT CONSIDERABLY UNDER COST.

OUR Entire Stock of MILLINERY and DRESSING GOODS.

OPERA and EVENING CLOAKS, BALL DRESSES and COSTUMES, SILK & SATIN

PER YARD.

LADY'S CHEMISES and COWNS, LINEN, MERINO, and COTTON STOCKINGS and SOCKS.

LINEN, LACE, and MUSLIN HANDKERCHIEFS, FICHUS, SILK and LACE CRAVATS, CORSETS, FRILLINGS and TRIMMINGS, BUTTONS, &c., &c.

LADY'S and CHILDREN'S HATS and BONNETS.

FOR CASH.

ECA DA SILVA & Co.

Hongkong, 27th March, 1883.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.
PINTS.....\$23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1883.

FOR SALE CHEAP.

SEVERAL GOOD PONIES, suitable for Hack, Carriage Ponies or Jumpers.

Apply to

R. FRASER-SMITH,

Hongkong Telegraph Office.

Hongkong, 3rd March, 1883.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MARCHANT NAVY.

NATY BOILED LONG FLAX CROWN.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

C. L. THEVENIN, WINE AND SPIRIT MERCHANT.

HONGKONG HOTEL BUILDINGS.

HAS FOR SALE.

A FINE ASSORTMENT OF WHITE AND RED BURGUNDIES.

A Capital, MONTILLADO SHERRY.

Assorted LIQUEURS of the best quality.

BON BONS, FRENCH PRESERVED FRUIT, BUTTER, and CHEESE by Every French Mail, PERFUMERY, &c., &c.

Hongkong, 2nd October, 1882.

Shipping.

STEAMERS.

FOR MANILA AND CEBU.

THE Steamship

"MINDANAO," Captain Tremoya, is POSTPONED till TO-MORROW, the 31st instant, at FOUR P.M.

For Freight or Passage, apply to DUNN, MELBYE & Co.

Hongkong, 29th March, 1883.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE," Captain Cullen, will be despatched for the above Ports, on MONDAY, the 2nd April, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 29th March, 1883.

UNION LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHLEVEN," Captain Pearson, will be despatched for the above Ports, on or about the 31st instant.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 26th March, 1883.

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"LORD OF THE ISLES," Captain Felgate, due, on or about the 1st April, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 27th March, 1883.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE.

Taking through Cargo to ADELAIDE, NEW ZEALAND and FIJI.)

THE Steamship

"EUXINE," Captain J. B. Peters, will be despatched as above, on WEDNESDAY, the 4th April, at FOUR P.M.

For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, 16th March, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

THE Splendid New 100 A Steamship

"GOLCONDE," Andrag, Commander, will sail on or about the 18th proximo, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

This Steamer is excellently fitted for Passengers, to whose comfort and accommodation Special care is given; a liberal table is kept. Each Steamer carries a Surgeon and Stewardess.

FIRST-CLASS FARE TO MARSEILLES.....\$300.
SECOND-CLASS FARE TO MARSEILLES.....\$240.

RETURN TICKETS are now granted by the Steamers of this line from HONGKONG to MARSEILLES and BACK, available for the undetermined period, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

1st CLASS. 2nd CLASS.
6 Months.....\$520.....\$410.
12 ".....560.....445.

Special rates are arranged for families.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 13th March, 1883.

FOR SINGAPORE AND PENANG.

THE Steamship

"PICCIOLA," will be despatched for the above Ports, on SATURDAY AFTERNOON, the 21st April, at FIVE O'CLOCK.

For Freight or Passage, apply to AH YON & Co., 80, Praya Central.

NOTICES TO CORRESPONDENTS.

On the 21st Feb., at Rockland S. Mary, Bourne
mouth, MARGUERITE ELAINE, infant daughter of
Robert W. Mansfield, H.B.M. Consular Service
China.

HONGKONG, FRIDAY, MARCH 30, 1883

cians about the easy task waiting the new Governor, owing to the marvellous achievements of Mr. BULKLEY JOHNSON's "abnomen" who have administered the government during the past twelve months, His Excellency will find plenty room for his experience, ability, and energies in rectifying glaring mistakes, introducing important measures of much-needed reform, and placing the government machine generally in thorough working order. His Excellency has no doubt received special instructions from the Secretary of State

system re-established. Many of these departments require constant supervision to prevent those glaring irregularities

FROM an advertisement in another column will be seen that an effort is being made to revive the sailing matches and yacht races, which one time formed no inconsiderable source of recreation during the long summer. We understand that the entrance fees are intended for the purchase of a competition cup, to be raced weekly, or at such intervals as may be arranged. For to-morrow's competition three yachts have already been entered; viz.—Mr. Tripp's *S. Lark*, Mr. Leatherbarrow's *Sunbeam*, and Captain Houston's *Onion*. It is to be hoped that the movement under notice will receive good support from the yachtsmen of the colony, there are few things more exhilarating or health giving than a sail in a cutter when the weather is fair.

THE *China Mail* last night informs its readers that H.M.S. *Vigilant* returned to port again yesterday morning, and the *Daily Press* religiously copies the evening print's startling intelligence. If our contemporaries will insist on surprising the community with their astonishing powers of obtaining the latest information, it would be quite as well if they could manage to study accuracy just a wee bit more than they are in the habit of doing. H.M.S. *Vigilant* steamed out of Mira Bay on Wednesday forenoon, leaving harbour at 10 a.m. and arriving alongside the *Audacious* at 1.15, where the outriggers were in position and the nets on them, but not fix together, for the torpedo experiments with Admiral Wiles and his staff had specially gone out to superintend and witness. It had taken the crew of the *Audacious* some six hours to make these preparations, and we believe that under the most favorable circumstances at least four hours would be required to get everything ready to resist a torpedo attack. The nets, which surrounded the vessel, were tripped up just clear of the water. The Admiral, who was accompanied by Colonel Crawford of the Royal Artillery, went on board the *Audacious* and the big ship got under weigh, the intention being to lower the nets into position for defense, the vessel meantime sailing at the rate of 10 knots. However, circumstances were not favorable for the experiments contemplated, so the nets were only lowered a few feet, the speed attained being 4.8. The *Audacious* then returned to her former position and anchored, Admiral Wiles, Colonel Crawford and the Captains of His Majesty's ships in harbour returning to Hong Kong. In the *Vigilant*, which reached the moorings opposite the Blue Buildings, Prince of Wales, between 8 and 9 o'clock the same evening. We are not acquainted with the reasons why the outriggers on the *Audacious* were not lowered into their proper position for defense, but think likely that under the circumstances the Admiral feared the strain on the vessel would be too great; however, we have no doubt that there are excellent reasons for everything that was done. It is likely enough that these interesting experiments were merely deferred for more favorable conditions, but we cannot say for certain.

The famous Yorkshire town of Sheffield has advantage of an amateur Parliament which is periodically at Fifth Column. At the gatherings political, social, and religious topics are freely threshed out, and, as it frequently happens, a good deal of sound common sense not unminged with humour may be found in the debates. One night a few weeks back a discussion took place on the subject of marriage with a deceased wife's sister, and as this in itself to the humorous side a good deal of merriment ensued. One speaker remarked that he thought the measure was a trivial one for the Government to bring forward, and as the Bill appeared to him to afford increased facilities for marriage, which, in his opinion, was a mistake. He was one of the many, he boasted, who did not possess a deceased wife's sister, even a deceased wife. A wife he described as an expensive luxury. His investigations showed him that the wife's sister petted the more than the lawful spouse did. Another orator who spoke on the subject said, "He rather thought a wife should look on any familiarity between her husband and sister with suspicion. He did not believe in Platonic affections." When a speaker turned his eyes from the wan figure of his wife to the blooming figure of a great daughter of his sister, he was apt to draw those comparisons which were proverbially odious. Several ladies, men, spoke after this, and the debate drifted into the depths of dullness until the very member who represented Hereford expressed approval of the motion, chiefly because it was better for a man to have only one mother-in-law. He had a friend who had unfortunately lost two wives, and had taken himself a third; the result was that he had three mothers-in-law, living in the immediate vicinity of one another, and some discomfort in consequence. After this it is not a matter of surprise that the motion was carried without division. The deceased wife's sister may be regarded as public opinion is evidently stronger in her favour. The sympathy of the people in this matter apparently arises from the fact that the majority of the men have not the privilege of a deceased wife's sister.

30.—That the Company may, with the Sanction of a Special Resolution, previously given in Meeting, sub-divide the existing Shares of the Company into Shares of such amount as the Meeting shall direct.

The Chairman proposed, and Mr. Jackson seconded, that the above resolution be passed, which was carried unanimously. The Chairman then intimated that a confirmatory meeting would be held at noon, on April 14th, and that an additional meeting would be held immediately after to pass a resolution re the sub-division of shares in conformity with the Articles of Association.

This concluded the business.

of His Excellency Sir George Bowen, our ne

governor, who arrived this forenoon by the P. O. Co's steamer *Duncan*, landed at Murray Pier shortly after 11 o'clock. His Excellency had been met on board the steamer by the Administrator, Mr. W. H. Marsh, and came to the Pier, in the Government steam launch. A numerous crowd of the inhabitants had assembled to give the new Governor a welcome greeting and His Excellency has every reason to be proud of the reception accorded him. All classes of society were well and worthily represented, the leading residents, both foreign and Chinese, mustering in strong force. The whole of the government officials, civil and military, thronged the pier; the various consuls were also there, and the Church was represented by Bishop Burdon and Belmont and a large number of laymen. Conspicuous amongst those assembled were H. E. John, Sergeant the Hon. P. Ryrie, the Hon. F. B. General, the Hon. James Russell, Dr. Stewart &c. Immediately on landing, Sir George Bowyer was greeted with a salute of 17 guns from the Royal Artillery saluting battery, the gun being fired at intervals of 15 seconds. His Excellency was introduced to a large number of the leading men of the Colony by the Administrator before saying the "What, and otherwise how," his acknowledgments of the welcome given him by the residents as he made his way to the carriage of the Hon. E. M. Johnson, which was waiting in readiness to convey him to Government House. The carriage of Mr. R. R. Bellios being also placed at the disposal of His Excellency by the courtesy of his family and suite. The "Grand Old Bull" formed the guard of honor and the main leading to Government House were lined up with policemen. The arrangements for the welcoming were well managed and everything worked smoothly and satisfactorily. The Hongkong Artillery Volunteers were drawn up at Government House to receive His Excellency and doubtless their dignified bearing created a favorable impression of their soldierly bearing. Sir George Bowyer, Mr. W. H. Marsh, Mr. R. R. Bellios and Messrs. J. C. G. and J. S. G. as well as to His Excellency, the American Consul have been very gratified. What exceedingly pleased Him. His Excellency had arrived among the people of the Colony of Government, and in the presence of the Governor, Mr. W. H. Marsh, the Administrator, Messrs. J. C. G. and J. S. G., and the Hon. E. M. Johnson.

SWEARING IN OF THE NEW GOVERNOR.

His Excellency Sir George Bowen attended a specially convened meeting of the Legislative Council this afternoon for the purpose of being sworn in as Governor of Hongkong. The members of Council present were His Excellency General Sargent, C.B., Sir George Phillip (Chief Justice), Mr. W. H. Marsh, C.M.G., (Colonial Secretary), Mr. Jas. Russell (Colonial Treasurer), Mr. J. M. Price (Surveyor General), and Messrs. P. Ryrie and F. Bulkeley Johnson (unofficial members). There was also a large attendance of the general public, including several ladies. Sir George Bowen, who was attended by his aide-de-camp, Lieut. Vyvyan of "The Buffs," and Mr. Maguire, his private secretary, and accompanied by Lady Bowen, arrived shortly after three o'clock. His Excellency briefly stated that he had been appointed by Her Majesty to assume the governorship of Hongkong, and called upon his private secretary to read his commission, which is couched in the following terms:—

HONGKONG.
Commission passed under the Royal Sign Manual and Signet, appointing Sir George Ferguson Bowen, G.C.M.G., to be Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies.

VICTORIA, R.
Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Empress of India.—To Our Trusty and Well-beloved Sir George Ferguson Bowen, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Greeting.

We do by this Our Commission under Our Sign Manual and Signet appoint you, the said Sir George Ferguson Bowen, to be during Our pleasure Our Governor and Commander-in-Chief in and over Our Colony of Hongkong and its Dependencies, with all the powers, rights, privileges, and advantages to the said office belonging or appertaining.

II. And We do hereby authorize, empower, and command you to exercise and perform all and singular the powers and directions contained in Our Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, constituting the office of Governor and Commander-in-Chief of Our said Colony, bearing date at Westminster, the Ninth day of April 1877, in the Fortieth year of Our Reign, according to such Orders and Instructions as Our Governor and Commander-in-Chief for the time being shall already received from Us or as you shall hereafter receive from Us.

III. And further, We do hereby appoint that so soon as you shall have taken the prescribed oaths, and have entered upon the duties of your office, this Our present Commission shall supersede Our Commission under Our Sign Manual and Signet bearing date the Tenth day of April 1877, appointing Our Trusty and Well-beloved John Pope Hennessy, Esquire, Companion of Our Most Distinguished Order of Saint Michael and Saint George, now Sir John Pope Hennessy, Knight, Commander of Our said Most Distinguished Order, to be Governor and Commander-in-Chief of Our said Colony and its Dependencies.

IV.—And we do hereby command all and singular Our Officers, Ministers, and loving subjects in Our said Colony and its Dependencies, and all others whom it may concern, to take due notice hereof, and to give their ready obedience accordingly.

Given at Our Court at Windsor, this Ninth day of December 1882, in the Forty-sixth year of Our Reign.
By Her Majesty's Command.
KIMBERLEY.

The oaths were then administered in the usual form by the Chief Justice, the guard of honour (a detachment of The Buffs) giving the royal salute and the Band of the regiment, which was stationed in "one of the verandahs, playing the national anthem as His Excellency signed the book.

His Excellency then said—It is customary for the Governor after taking the oaths to address a few words to the members of council and to the gentlemen who have taken an interest to be present at the ceremony.

Honorable gentlemen of the Council of Government, I have now taken the Customary Oaths of Office, and have assumed the Government of this important and interesting Colony,—the chief fortress and emporium—at once the Gibraltar and Malta of England in the Far East. It may, perhaps, be expected that I should make a few remarks on this occasion.

In the first place, I desire to express my deep sense of the hearty welcome which has been accorded to me, as the Representative of the Queen and to my family by all classes of the population on my first arrival in this fair city. I trust that this our first meeting will prove auspicious for the future. For myself, I shall endeavour to show my gratitude for your courtesy by a diligent discharge of my duty alike to the Crown and to the Colony. I trust that when my term of office here shall have expired, I may leave Hongkong as I have left the other Colonies over which I have presided, without the consciousness of any duty willfully neglected, or of any enmity willfully incurred.

In the next place, let me assure you that I have come hither without any bias of any kind, and determined, so far as in me lies, to administer the authority which our Sovereign has committed to my charge, with strict impartiality, for the benefit of every race, every creed, and every class in this community. I hope always to maintain the most cordial relations with the Executive and Legislative Councils; and in co-operation with them, to carry on with energy the construction of the Public Works, and general administration of the Colony. As myself an Imperial Officer, and the Representative of the Queen, I am confident that I may rely on the loyal support of my brother Imperial Officers, alike in the Civil, in the Naval, and in the Military service of the Crown. In conclusion, gentlemen, I assure you that I shall place unreservedly at the disposal of this Government, the varied experience which I have acquired during my long service of twenty-three years as the Governor of several of the greatest Provinces of the British Empire. I shall identify myself with this community; your interests will be my interests; your honor will be my honor; your prosperity will be my success; and my happiness will be yours.

His Excellency then adjourned the Council.

CHAMBERS OF COMMERCE.

The latest report of the Hongkong Chamber of Commerce, containing a record of what is generally acknowledged to be an unwise interference in matters which go far beyond the scope of such an institution's business, and Mr. Bulkeley Johnson's claims as to its thoroughly representative character and extensive political responsibilities, have given rise to so much animated discussion in our various social and commercial circles, that a few particulars, taken from recognized authorities, relating to these powerful mercantile organisations, will not be out of place.

A chamber of commerce is simply a body of merchants and traders who associate themselves for the purpose of promoting the interests of its members, of the town or district to which the society belongs, and of the community generally, in so far as these have reference to trade and merchandise. As we stated in writing on the subject the other day the most prominent means by which the aims of a society of this character are sought to be achieved, are usually—By representing and urging on the legislature the views of the members on all mercantile affairs; by aiding in the preparation of legislative measures having reference to trade, such, for instance, as the Bankruptcy Ordinances; by collecting statistics bearing upon the staple trade of the colony, &c.; by acting under certain circumstances as a court of arbitration in mercantile questions; and by attaining by combination, advantages in trade which might be beyond the reach of individual enterprise.

It would appear that these institutions are of continental origin, and like so many others which England has borrowed from that source, were first introduced into Scotland. The oldest Chamber of Commerce in France is that of Marseilles, which dates from the end of the 14th or commencement of the 15th century. This chamber was invested with very remarkable powers. It shared in the municipal jurisdiction, and in the administration of justice in mercantile questions. It was several times suppressed and re-established, and it was not till 1850 that its powers were fixed and that it received its ultimate organization. The second chamber in France was that of Dunkerque, which was established in 1700. The same year a council-general of commerce was instituted at Paris which, in addition to six councillors of state, consisted of twelve merchants or traders, delegated by the principal commercial towns of the kingdom, an arrangement which led within the next few years to the formation of chambers of commerce everywhere in France. We thus find that the Chamber at Lyons was instituted in 1702, those of Rouen and Marseilles in 1703, of Montpellier in 1704, of Bordeaux in 1705, &c. By an order of council of Aug. 30, 1792, a direct relation was established between these various chambers and the central Council of Commerce. These chambers were all suppressed by a decree of the National Assembly in 1791, but they were re-established by a consular edict in 1802, which fixed the population of the towns in which they might be established, and the number of their members, who were to be chosen from amongst the merchants who had carried on trade in person for a period of not less than ten years. Sixty of the best-known merchants, presided over by the prefect or the maire, were charged to elect the members of these new chambers. They then presented to the government two candidates for the office of member of the general council of commerce, instituted at Paris under the Minister of the Interior. The organization was again modified in 1834, and still later by the ordinances of September, 1851, and August, 1852, by which these bodies are now regulated. In accordance with that decree, the members of these bodies were now elected by the chief merchants of each town chosen for the purpose by ballot. Their number cannot be less than 30 nor more than 21. They hold office for six years, one-third of their number being renewed every two years, but the members resigning being re-eligible. The functions now assigned to these chambers in France are—to give to the government advice and information on industrial and commercial subjects; to suggest the means of increasing the industry and commerce of their respective districts, or of improving commercial legislation and taxation; to suggest the execution of works requisite for the public service, or which may tend to the increase of trade or commerce, such as the construction of harbors, the deepening of rivers, the formation of railways, and the like. On these and similar subjects, the advice of the chambers, when not volunteered, is demanded by the government. In most of the other countries of continental Europe there are similar institutions for the purpose of conveying information and advice to the central governments, and making it acquainted with local feelings and interests in commercial matters.

The oldest Chamber of Commerce in Great Britain is believed to be that of Glasgow, which was instituted on the 1st of January 1783, and obtained a royal charter, which was registered at Edinburgh on the 31st of the same month. That of Edinburgh was instituted in 1785, and incorporated by royal charter in 1786. The Edinburgh Chamber of Commerce was the first public body which petitioned for the abolition of the Corn Laws, and the adoption of free-trade principles; and good almost alone in the United Kingdom in advocating the movement. It also originated the movement for government telegraph, and the telegraph service in connection with the Post-office. Six hundred of the bankers, merchants, and ship-owners of Edinburgh and Leith constitute the Chamber. The Manchester Chamber, since so famous for its exertions in the cause of free trade, was not established till 1820, and for many years it continued to be the only institution of the kind in England. Its members are the Chamber of Commerce since 1837, but those of Liverpool, Leeds, and Bradford, notwithstanding the great trading and manufacturing interests of these towns, were not established till 1850, in which year, strangely enough, a similar institution was established in South Australia. The Liverpool Chamber of Commerce numbers nearly 600. The annual income of the Manchester Chamber is upwards of £600; that of Liverpool about £600, contributed entirely by the subscriptions of members amounting generally to £1, 1s. a year. There are now Chambers of Commerce in all the great mercantile towns of Great Britain and Ireland, and in 1860 there was established an "Association of Chambers of Commerce of the United Kingdom." In Canada, there is a Dominion Board of Trade, which consists of the Chambers of Commerce, or Boards of Trade, as they are indifferently called, of a dozen of the most important cities of the Dominion.

STEAMERS EXPECTED.

The steamship *Eurine* left Sydney on the 18th instant, for Queensland Ports, Port Darwin and Hongkong, and is due here on or about to-day. The *Shire* Line steamer *Carnarvonshire*, from London, left Singapore on the 25th instant, and may be expected here on or about to-morrow. The *Union Line* steamer *Lord of the Isles*, from Singapore, and the *Admiral* of the 1st March, and may be expected to arrive here on the 1st April. The steamer *Manila*, left Singapore for this port on the 28th instant, and may be expected here on or about the 3rd April.

MAILS EXPECTED.

The *O. & S. N. Co.* steamer *Gallic*, with the next American mail, left San Francisco on the 6th instant, and may be expected here on or about the 5th proximo.

NEWS BY THE ENGLISH MAIL.

The P. and O. S. N. Co.'s steamer *Dodan*, Capt. Edwards, with the English mails of the 23rd ulto, arrived in harbour this forenoon. The following items of general news are taken from the *London and China Express*:—

Captain F. S. Vander-Meulen, R.N., who has been appointed to the command of the *Dido*, was midshipman of the *Sans Parail* 1857-58, in China at the capture of Canton and the attack on Nantow, in the Canton River (China medal, Canton class).

As announced in the House of Commons yesterday evening, the negotiations with reference to the opium clauses of the Chefoo Convention are to be transferred to the Chinese Minister here and the Foreign Office, and may be expected to commence forthwith.

Deputy Surgeon-General Sir James Arthur Hanbury, M.D., K.C.B., the newly-appointed Principal Medical Officer of the Home and Woolwich Districts, entered the Service on the 30th September, 1853, when he was appointed as assistant-surgeon, and sent out to Hongkong for duty under the late Staff Surgeon Hawkey.

The Queen has approved the appointment, which was suggested some months ago as proposed by the Hon. Sir Arthur Hamilton Gordon, G.C.M.G., late Governor of New Zealand, to the Governor of Ceylon, when Sir James Longden, K.C.M.G., retires from that government on the completion of his term of office during the present year.

The *Iron Duke*, 14, ironclad, Captain H. C. St. John, late flagship on the China station, arrived in Plymouth Sound on the 19th inst. She was commissioned at Devonport on the 5th of July, 1876, and has been thus on the China station for upwards of four years and a half. The *Iron Duke* steamed into harbour on the 19th inst. for paying off into the first division of the Reserve, and her bulkheads and fittings are to remain in her, with a view to her being prepared immediately for service as a coastguard ship.

The *Cochet*, 4, composite gunboat, Lieut. Commander Henry W. Hill, and the *Esper*, 4, composite gunboat, Lieut. Commander E. H. Gamble, sailed from Plymouth on the 19th inst. for the China Station. The *Sapphire*, 12, corvette, Captain John R. T. Fullerton, has had a three hours' full-speed steam trial, when a speed of 12.8 knots was obtained with a steam pressure of 8.8 lbs. to the square inch, and showing an indicated horse power of 2,024. The general result of the trial was considered satisfactory. The ship is now out of the dockyard hands, and is in readiness to proceed to the China Station.

Captain Arthur L. Dupuis, R.N., who succeeds Captain Twiss in the command of the Indian troopship *Serapis*, served in 1857 as midshipman of *Raleigh* in several actions against Chinese war junks in the Canton River, notably those of Escape Creek and Samshee Channel in Fatsan Creek where his boat, the *Raleigh's* pinnace, sustained a loss of two men killed and six wounded, the gun being dismantled, and eight oars out of fourteen shot away. He served at the assault and escalade of Canton in 1857, commanding a company of seamen belonging to the "Calcutta" (China medal, Canton and Taku class).

Major-General J. R. S. Sayer, C.B., commanding the Belfast District, will succeed Lieutenant-General Pakenham in command of the Western District at Devonport on the 1st April. In August, 1857, he proceeded from India to China to take part in the operations in the Celestial Empire in 1860. Major-General Sayer was in command of the 1st Dragoon Guards throughout the campaign, taking part in the action of Sihlo, the capture of the Taku forts, the actions of Chang-kia-wan, Pailichiao, and was present at the surrender of Peking. His services were brought to notice in the despatches, and he received the China medal and clasps, being likewise gazetted a Companion of the Bath in February, 1861.

We regret to say that some statements published in our issue of the 19th ult. referring to the corvettes and torpedo boats built for the Chinese Government by the "Vulcan" Company, Stettin, are not correct; and we desire to place the following report by the said company before our readers:—"The paragraphs in your issue of the 22nd Jan. stating that several torpedo boats built for the Chinese Government by the 'Vulcan' Company were taken out into the Haff last week to undergo speed trials would be of a calumnious nature only if the news were not absolutely false with regard to the speed of our boats. We style the intelligence correct because the Haff (a small lake at the mouth of the river Oder) has been covered with thick ice and the navigation closed since the middle of December. This fact, however, refutes only a part of the incorrect report, and we add, therefore, the following statement. At the commencement of last year we built for the Chinese Government two torpedo boats, for which a speed of 17½ knots was contracted. The trial trip took place in the spring in the Baltic. In the presence of the Chinese Minister and other officials, and a higher speed was attained than China several trial trips were made at Tientsin in the presence of the Government officials, and still better results were then obtained. The Official reports state that at the last trial trip the speed attained on a measured distance of 3 miles was 23 miles, or 19.4 knots, per hour, the boats being fully equipped and manned by Chinese, under the direction of a German engineer. The boats were found perfectly seaworthy, as also on the first trial in the Baltic with a high sea running. We are now constructing four first-class and four second-class torpedo boats, and further trials will be made in the course of a few weeks, when the navigation is re-opened and the Oder and the Haff are free from ice. Your report on the *Thing Yuen* is also not quite correct. Her seaworthiness answered all the requirements for such a class of ship, and is decidedly superior to the English ships *Glatton* and *Dravastion*.

Your statement, that the German ironclads of the *Sachsen* class have been found to pitch bows under even in a moderate sea, is absolutely incorrect, these ships on the contrary having proved perfectly seaworthy, and given every satisfaction on their trials. The *Thing Yuen* has an advantage over these in having amidships, a structure from which she can be manoeuvred, thus preventing the accumulation of water in heavy seas. Further, she is provided with side-keels. The corvette *Thing Yuen* is now ready, and will take her gun on board at Swinemunde after the dispersion of the ice, and will then proceed to China directly after her trial trip. Her sister boat, the *Admiral*, will be ready for delivery in the course of next summer." (The paragraph referred to by the "Vulcan" Company was a quotation from the *Army and Navy Gazette*.)

THE AMERICAN MAIL.
The *O. & S. N. Co.* steamer *Gallic*, with the next American mail, left San Francisco on the 6th instant, and may be expected here on or about the 5th proximo.

"THAMES-TRADER" INDUSTRY, by Percy Russell, The Illustrated Pamphlet on Steamships, &c., published at 6d. per copy, in the World's Chess and Dealer in Germany for the World of JOHN GOSWELL & Co., London.—(47c.)

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To-day's Advertisements.

FOR MANILA, via AMOY.
THE Spanish Steamer
"DON JUAN"
Captain Marquis, will be despatched as above on MONDAY, the 2nd April, at FIVE P.M.
For Freight or Passage, apply to
BRANDÃO & Co., Agents.
Hongkong, 30th March, 1883. [241]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.
"JAPAN."
Captain F. F. Black, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 4th prox., will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 12th prox.
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 30th March 1883. [242]

YACHT RACE.
RACE for ALL YACHTS of 10 Tons and under will take place TO-MORROW (SATURDAY) March 31st, starting at 2 P.M.—Post Entries—Entrance \$5 each.
Particulars can be obtained from, and Entries made to,
J. McCALLUM.
Hongkong, 30th March, 1883. [239]

IN THE VICE-ADMIRALTY COURT OF HONGKONG.
THE MARSHAL will in virtue of a decree of the said Court sell by Public Auction, on SATURDAY, the 7th April Next, at NOON, The Ship "CHANDERNAGOR" of 682 Tons. This Vessel, which has lately been thoroughly repaired, has excellent accommodation for First Class Passengers and her between Deck is well fitted for Emigrants.
She will be sold with a full complement of MASTS, CHAINS, SAILS, and STORES; and in a Condition to put to sea at once.
The Auction will take place on board the said Ship.
For the Inventory or for further Particulars apply to the Undersigned at his Office.
J. DYER BALL, Marshal of the Vice-Admiralty Court of Hongkong.
Hongkong, 30th March, 1883. [240]

For Sale.
KELLY & WALSH
THE HONGKONG NAUTICAL POCKET BOOK.
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CANTON TIDE TABLES, PEAK AND INTERNATIONAL CODE SIGNALS.
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Hongkong, 17th March, 1883. [599]

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Hongkong, 17th March, 1883. [599]

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Commercial.

THIS DAY.

Owing to the arrival of the new Governor, business in the Share Market has been temporarily suspended.

A considerable amount of share business has been transacted this afternoon in several of our local stocks. Banks have changed hands for cash at 190 per cent. premium *new* issue for cash, but there are further sellers at the rate. Union Insurance scrip has made another tremendous jump, sales at 2800 having been put through, and more shares wanted at the price. This is an increase of \$300 on yesterday's quotation. China Traders' have also continued their upward course, business having been arranged at 2700. A few Hongkong Firms have been sold for cash at 1350, but no more shares are on the market at that price. Nothing fresh in Docks; but there are buyers of China Sugars at 206. No other movements of importance have come under our observation.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—152 per cent. premium.
 Hongkong and Shanghai Bank—New Issue—150 per cent. premium—nominal.
 Union Insurance Society of Canton—\$2,800 per share, sales and buyers.
 China Traders' Insurance Company—\$2,700 per share, sales.
 North China Insurance—Tls. 1,600 per share.
 Canton Insurance Company, Limited—\$135 per share.
 Yangtze Insurance Association—Tls. 880 per share, buyers.
 Chinese Insurance Company—\$215 per share, sellers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$1,350 per share, sales.
 China Fire Insurance Company—\$355 per share.
 Hongkong and Whampoa Dock Company—62 per cent. premium.
 Hongkong, Canton, and Macao Steamboat Co.—\$6 per share, premium.
 China and Manila Steam Ship Company—115 per share, buyers.
 Hongkong Gas Company—\$80 per share.
 Hongkong Hotel Company—\$165 per share, buyers.
 Indo-China Steam Navigation Company, Limited—par.
 China Sugar Refining Company, Limited—\$200 per share, buyers.
 China Sugar Refining Company (Debentures)—3 per cent. premium.
 Luen Sugar Refining Company, Limited—\$100 per share.
 Hongkong Ice Company—\$165 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.
 Chinese Imperial Loan of 1881—21 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7 1/2
 Bank Bills, on demand 3/7 1/2
 Bank Bills, at 30 days' sight 3/7 1/2
 Bank Bills, at 4 months' sight 3/8 @ 3/8 1/2
 Credits, at 4 months' sight 3/8 1/2 @ 3/8 1/2
 Documentary Bills, at 4 months' sight 3/8 1/2 @ 3/8 1/2
 ON PARIS.—
 Bank Bills, on demand 4.56
 Credits, at 4 months' sight 4.56
 ON HAMBURG.—Bank, T. T. 222 1/2
 ON CALCUTTA.—Bank, T. T. 222 1/2
 ON SHANGHAI.—
 Bank, sight 72 1/2
 Private, 30 days' sight 73

OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$530
 (Allowance, Tals 64.)
 OLD MALWA.....per picul, \$555
 (Allowance, Tals 24.)
 NEW PATNA (first choice) per chest, \$585
 NEW PATNA (second).....per chest, \$572 1/2
 NEW PATNA (without choice) per chest.....\$577 1/2
 NEW PATNA (bottom).....per chest, \$590
 NEW BENARAS.....per chest, \$585
 OLD BENARAS.....per chest, \$572 1/2
 NEW PERSIAN.....per chest, \$370
 OLD PERSIAN.....per picul, \$390
 (Allowance, Tals.)

HONGKONG TEMPERATURE.

(FROM MESSE, FALCONER & CO.'S REGISTER.)
 VENTILATED.
 Barometer—1 P.M. 30.118
 Barometer—4 P.M. 30.118
 Thermometer—1 P.M. 61
 Thermometer—4 P.M. 61
 Thermometer—1 P.M. (Wet bulb) 61
 Thermometer—4 P.M. (Wet bulb) 61
 TO-DAY.
 Barometer—9 A.M. 30.115
 Barometer—1 P.M. 30.100
 Thermometer—9 A.M. 61
 Thermometer—1 P.M. 61
 Thermometer—9 A.M. (Wet bulb) 61
 Thermometer—1 P.M. (Wet bulb) 61
 Thermometer—Minimum (over night) 61

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	WIND.	WAVE.	SEA.	WIND.	WAVE.	SEA.
TER. At.	Direction.	Force.	Direction.	Force.	Direction.	Force.
Barometer.....	30.115	30.115	30.115	30.115	30.115	30.115
Thermometer.....	61	61	61	61	61	61
Direction of Wind.....	W	W	W	W	W	W
Force.....	5	5	5	5	5	5
Dry Thermometer.....	61	61	61	61	61	61
Wet Thermometer.....	61	61	61	61	61	61
Weather.....	bc	bc	bc	bc	bc	bc
Hour's Rain.....	—	—	—	—	—	—
Quantity Rain.....	—	—	—	—	—	—

Shipping.

ARRIVALS.

EDDERBIE, British ship, 1,305, Lane, 29th March, Newcastle 16th February, Coal—Jornco Co.
 WHAMPOA, British steamer, 1,109, J. E. Williams, 29th March, Saigon, 25th March, Rice—Butterfield & Swire.
 CHEANG HOCK KIAN, British steamer, 960, F. Webb, 29th March, Amoy 28th March, Merchandise—Bun Hin Chan.
 DALE, British steamer, 644, E. Allason, 30th March, Bangkok 22nd March, Rice and General—Scottish & Oriental S. S. Co.
 DECCAN, British steamer, 2,022, C. R. Edwards, 30th March, Bombay 29th March, Colombo 17th, Penang 22nd, and Singapore 24th, Mails and General—P. & O. S. N. Co.
 COMPTA, Dutch steamer, 1,291, Schaafsma, 30th March, Amoy 29th March, General—Jardine, Matheson & Co.
 AUDACIOUS, British double-screw iron-frigate, Captain R. E. Tracey, 30th March, from a cruise.
 POO-CHI, Chinese steamer, 544, F. Dunn, 30th March, Haiphong 27th March, and Hoihow 29th, General—C. M. S. N. Co.
 FU-YU, Chinese steamer, 920, Croad, 30th March, Shanghai 27th March, General—C. M. S. N. Co.
 JAPAN, British steamer, Fred. F. Flack, 30th March, Calcutta 15th March, Penang 22nd, and Singapore 24th, Opium and General—D. Sassoon, Sons & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Decima, German steamer, for Saigon.
 Kumamoto Maru, Japanese str., for Nagasaki.
 Cheong Hock Kian, British str., for Singapore.
 Chi-yuen, Chinese steamer, for Swatow.
 Fokien, British steamer, for Kudat.
 Glenogle, British steamer, for Shanghai.
 Roderick Hay, British bark, for Tientsin.

DEPARTURES.

March 29, Yangtze, British str., for Saigon.
 March 29, Velasco, Spanish cruiser, for Manila.
 March 29, Benlarig, British steamer, for Saigon.
 March 30, Antinette, Cor. bark, for Saigon.
 March 30, Decima, German steamer, for Saigon.
 March 30, Kwangtung, British str., for Swatow and Foochow.
 March 30, Ninip, British str., for Shanghai.
 March 30, Cheong Hock Kian, British str., for Straits Settlements.
 March 30, Kumamoto Maru, Japanese str., for Nagasaki, &c.
 March 30, Fokien, British steamer, for Kudat and Sandakan.

PASSENGERS—ARRIVED.

Per Decima, str., from London—Lady and Misses Bowen (3), Dr. and Mrs. Chalmers, Mr. Maguire (Secretary), Mrs. Orr, Mrs. McCrae, Miss Page, Sergeant-Major Roberts, wife and 3 children, Lieut. Lewis, and Evered, Messrs. Risk, Schomburg, and J. L. Chalmers, for Hongkong from Brindisi—Sir G. Bowen and servant, Messrs. T. Thomas and J. Ellis, from Bombay—Mr. and Mrs. Gardner, Messrs. H. Conder and Fung Choo, from Calcutta—Messrs. G. McDonald, St. John, and Argenti, from Penang—Messrs. Leang Nam, Ah Sin, and 15 Chinese on deck, from Singapore—29 Chinese.
 For Shanghai—Mr. F. P. Cole, from London.
 From Brindisi—Mr. Darlings, from Venice—Mr. and Mrs. Everall, child, infant, and nurse.
 From Glenogle—Mr. F. Robillard, from Singapore.
 Surgeon S. A. Crick, Mrs. Addis and native servants, and Mr. Fan Chin Choo, for Yokohama—Mr. and Mrs. Gunn, child, and 2 native servants, from Penang.
 From Singapore—Mr. Stevenson.
 Per Whampoa, str., from Saigon—23 Chinese.
 Per Cheong Hock Kian, str., from Amoy—646 Chinese.
 Per Dale, str., from Bangkok—87 Chinese for Hongkong.
 For Swatow—33 Chinese.
 Per Fui-yue, str., from Shanghai—Messrs. Robbins, Morrison, Harrington, and 91 Chinese.
 Per Poo-chi, str., from Haiphong, &c.—Mr. Williamson, and 100 Chinese.
 DEPARTED.
 Per Kwangtung, str., for Amoy—Mr. and Mrs. R. H. Cook.
 Per Kumamoto Maru, str., for Nagasaki—1 European and 7 Chinese.
 Per Decima, str., for Saigon—100 Chinese.
 Per Cheong Hock Kian, str., for Singapore—64 Chinese.
 Per Fokien, str., for Kudat—6 Europeans and 320 Chinese.
 TO DEPART.
 Per Chi-yuen, str., for Swatow—5 Europeans and 320 Chinese.
 Per Glenogle, str., for Shanghai—4 Europeans.

REPORTS.

The Chinese steamship Poo-chi reports left Haiphong on the 27th instant, and Hoihow on the 29th. Had fresh N.E. wind and cloudy weather throughout.
 The British steamship Whampoa reports left Saigon on the 25th instant. Had light easterly winds and fine weather for the first part of the passage. The latter part had fresh N.E. winds with head sea.
 The British steamship Dale reports left Bangkok on the 22nd instant. From Bangkok to Pulo Obi had light southerly winds and fine weather. From Pulo Obi to Cape Padaran had light easterly winds and fine weather. From Cape Padaran to Paracels had calm with smooth sea; thence to port had fresh E.N.E. breeze with heavy N.E. swell.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Vessel.	From.	Expected.
Nieuwe Waterweg	Hamburg	Sept. 1
Phenix	London	Sept. 8
Heinrich	Cardiff	Sept. 12
Auguste	Newport	Sept. 14
Annie J. Marshall	New York	Nov. 3
Inca	Hamburg	Nov. 21
Dato	Liverpool	Nov. 30
A. and W. C.	Liverpool	Nov. 30
Sacramento	New York	Dec. 17
Maria Magdalena	Hamburg	Dec. 17
Importers	Cardiff	Dec. 21
Great Admiral	Penarth	Jan. 6
Adolph Oberg	Penarth	Jan. 15
Centennial	Liverpool	Jan. 17
Friedlander	Liverpool	Jan. 19
Friedrich	Liverpool	Jan. 19
Hydra	Liverpool	Jan. 20
C. D. Bryant	New York	Jan. 23
Fanny Skiffeld	New York	Jan. 25
Chas. T. Hook (s)	San Francisco	Jan. 25
Goodell	New York	Jan. 27
C. C. Trust	Cardiff	Feb. 2
Partridge (s)	Glasgow	Feb. 2
Friedlander	Cardiff	Feb. 2
Undine	Cardiff	Feb. 2
Mathilda	Cardiff	Feb. 6
Lord of the Isles (s)	London	Feb. 6
Cammarvostre (s)	London	Feb. 10
Antenor (s)	London	Feb. 10
Louisa Castle (s)	Antwerp	Feb. 11
Carl Ritter	Liverpool	Feb. 13
Friedrich (s)	Cardiff	Feb. 13
Elwell	Liverpool	Feb. 13
Gordon Castle (s)	Antwerp	Feb. 23

SHIPPING IN HONGKONG.

STEAMERS.

ALBANY, British str., 1,488, Daily, 28th March—Saigon 24th March, Rice—Jardine, Matheson & Co.
 ALDAY, British steamer, 366, F. D. Goddard, 27th March, Taiwanloo 24th March, and Amoy 26th, General—D. Laprak & Co.
 BIVOUAC, British steamer, 831, A. J. Campbell, 27th March, Saigon 22nd March, General—Tung Kee & Co.
 BOTHWELL CASTLE, British steamer, 1,653, W. S. Thomson, 28th March, Saigon 24th March, Rice—Adamson, Bell & Co.
 CASSANDRA, German steamer, 628, T. Wagner, 26th March, Saigon 21st March, Rice and Paddy—Siemssen & Co.
 CHI-YUEN, Chinese steamer, 1,193, F. H. Wallace, 28th March, Singapore 22nd March, General—C. M. S. N. Co.
 ESMEERALDA, British steamer, 395, G. Wright, 24th March, Manila 21st March, General—Russell & Co.
 FAME, British steamer, 117, Stapan (bug plying) Hongkong and Whampoa Dock Co.
 F. REYES, Spanish steamer, 617, A. de Gardegui, 24th March, Manila 21st March, Ballast—Remedios & Co.
 GLENOGLE, British steamer, 2,000, Hogg, 28th March, London 9th February, and Singapore 22nd March, General—Jardine, Matheson & Co.
 GREYHOUND, British steamer, 227, D. Scott, 26th March, Pakhoi and Hoihow 22nd March, General—Adamson, Bell & Co.
 KHIVA, British steamer, 1,419, P. Harris, 19th March, Yokohama 10th March, Mails and General—P. & O. S. N. Co.
 LENNOX, British steamer, 1,328, Scott, 29th March, Calcutta 15th March, Sand Heads 16th, Penang 21st, and Singapore 23rd, General—Jardine, Matheson & Co.
 LYDIA, German steamer, 1,180, Paulsen, 7th March, Ah Yon.
 MINDANAO, Spanish steamer, 623, Fryer, 5th Feb., Manila 2nd February, General—Dunn, Melbye & Co.
 PEKING, British steamer, 954, G. H. Drewes, 28th March, Saigon 24th March, Rice—Siemssen & Co.
 PICTOIA, German steamer, 864, R. Nissen, 24th March, Saigon 19th March, Rice—Wieler & Co.
 SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.
 THALES, British steamer, 820, T. G. Pocock, 28th March, Swatow 27th, General—D. Laprak & Co.
 TOO-NAN, Chinese steamer, 1,261, Marsden, 28th March, Amoy 26th March, and Swatow 27th, General—C. M. S. N. Co.
 VORWAERTS, German steamer, 612, F. Boysen, 25th March, Saigon 20th March, Rice—Wieler & Co.
 YUTUNG, British steamer, 286, H. Kennett, June 23rd, Quanghai 19th June, General—Kwok Achong & Sons.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec., Portland, Oregon 12th Nov., Spars—Melchers & Co.
 B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb., Cardiff 9th Sept., Coal—Russell & Co.
 CARNATZ, British bark, 871, Alex. A. McPhail, 27th March, Newcastle, N.S.W., 1st Jan., Coals—Captain.
 CHANDERNAOOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast—Carlowitz & Co.
 CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan., Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
 COLOMA, American bark, 853, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber—Melchers & Co.
 CYPRUS, British ship, 1,392, Johnson, 11th Jan., Middlebro 4th August, Iron—Russell & Co.
 C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb., Rio de Janeiro 9th Oct., Petroleum—Russell & Co.
 ELMSTONE, British bark, 698, Henderson, 27th March, Sydney, N.S.W., 26th January, Coals—Adamson, Bell & Co.
 ERNST, German bark, 664, H. D. Pundt, 25th March, Shanghai 18th March, General—Captain.
 GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb., Newcastle, N.S.W., 8th Dec., Coals—Arnhold, Karberg & Co.
 HARVARD, American bark, 1,033, Samuel Pray, 28th March, Newcastle, N.S.W., 5th February, Coal—Arnhold, Karberg & Co.
 HECHT, German schooner, 358, W. Floetz, 23rd March, Hoiho 9th March, Sapanwood—Siemssen & Co.
 JOHN WORSTER, American bark, F. A. Houghton, 11th Feb., Newcastle, N.S.W., 19th Dec., Coal—Ed. Schellhass & Co.
 JONATHAN BOURNE, American bark, 1,472, A. H. H. 10th March, Newcastle, N.S.W., 8th January, Coal—Russell & Co.
 LUCIA, British bark, 640, C. Crowley, 5th March, London 15th October, General—Adamson, Bell & Co.
 LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan., Whampoa 31st Dec., General—Ed. Schellhass & Co.
 MARY WHITRIDE, American ship, 662, Geo. Freeman, 2nd Feb., New York 16th Sept., Kerosene Oil—Russell & Co.
 MERCURY, American ship, 1,156, Pango, 4th March, Singapore 1st February, Lumber—Chinese.
 PAPA, German bark, 745, F. H. Bannas, 5th March, Cronstadt 25th October, Flour—Siemssen & Co.
 PHOENIX, German bark, 683, M. Diewitz, 25th March, Hamburg 21st Sept., General—Melchers & Co.
 PENOBSCOT, American bark, 1,133, O. G. Eaton, 28th March, Newcastle, N.S.W., 31st January, Coal—Russell & Co.
 PRISCILLA, British bark, 767, B. Young, 25th March, Newcastle 8th January, Coal—Ed. Schellhass & Co.
 PROFESSOR NORDENFJELD, Norwegian 3-m. sch., 453, E. Jensen, 5th Feb., Newcastle, N.S.W., 21st December, Coal—Russell & Co.
 P. N. BLANCHARD, American ship, 1,586, F. L. Oakes, 6th March, Cardiff, Coal—Russell & Co.
 RODERICK HAV, British bark, 290, P. H. Nicolson, 28th March, Whampoa 26th March, General—Turner & Co.
 SCHWAN, German brig, 276, T. Schroder, 24th March, Hoiho 8th March, Wood—Siemssen & Co.
 SIR WM. WALLACE, British bark, 568, T. K. Brown, 24th Feb., Newcastle, N.S.W., 30th Dec., Coal—Captain.
 SOPHON, British ship, 1,190, Alex. Smith, 4th Feb., Sydney, 5th Dec., Coal—Arnhold, Karberg & Co.

HONGKONG—SAILING VESSELS.

(Continued.)

STAR QUEEN, British bark, 204, J. Abbott, 20th March, Champion Bay (Australia) 23rd January, Sandalwood—Jardine, Matheson & Co.
 WENKERV JEN, American ship, 1,668, H. Talpay, 26th Feb., Cardiff 27th October, Coal—Russell & Co.
 WESER, German bark, 916, H. Hellmers, 11th Jan., Cardiff 9th September, Coal—Order.
 W. H. BESSE, American bark, 1,027, Baker, 7th March, Newcastle 29th December, Coal—Order.

WHAMPOA.

St. IDEUC, French bark, 388, J. Durand, 18th February, Quinhon 1st Feb., Ballast—Carlowitz & Co.

CANTON.

KWONGSANG, British steamer, 1,000, St. Cruz, 27th March, Shanghai 22nd March, General—Jardine, Matheson & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.
 Ho-nam, British steamer, 1,377, T. Benning—Hongkong, Canton, and Macao Steamboat Co.
 Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
 Kiu-kiang, British steamer, 617, A. Benning—Hongkong, Canton, and Macao Steamboat Co.
 Kiang-chow, British steamer, 159, Goggin—Hongkong, Canton, and Macao Steamboat Co.
 Powan, British steamer, 1,890, Hoyland—Hongkong, Canton, and Macao Steamboat Co.
 Spark, British steamer, 140—Hongkong, Canton, and Macao Steamboat Co.
 White Cloud, British steamer, 527—Hongkong, Canton, and Macao Steamboat Co.
 Yot-sai, British steamer, 180, Lefavor—Hongkong, Canton, and Macao Steamboat Co.

AMOI.

In Port on 24th March, 1883.

Albatross, German schooner, 216 (Brunns)—Pasdag & Co.
 Assens, Danish bark, 255 (Vandal)—H. A. Petersen & Co.
 Auguste, British schooner, 210 (Thomsen)—Faugh Balough, German schooner, 240 (Rute)—H. A. Petersen & Co.
 Gitanilla, British bark, 503 (Taylor)—Brown & Co.
 Hilda, British bark, 309 (Richter)—Pasdag & Co.
 Hilda Maria, German bark, 275 (Tennis)—Pasdag & Co.
 Mosa, German brig, 234 (Storm)—Pasdag & Co.
 Velox, Dutch bark, 240 (J. Wilkens)—H. A. Petersen & Co.

FOOCHOW.

In Port on 23rd March, 1883.

Kvik, Norwegian bark, 417 (Larsen)—Russell & Co.
 Minna, British bark, 435 (Davey)—Chinese.

SHANGHAI.

In Port on 21st March, 1883.

Anglo-Indian, British bark, 444 (Graham)—Drysdale, Ringer & Co.
 Chihaya Maru, Japanese bark, 414 (Kamaska)—M. B. Kaishia.
 Ching-tah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
 Florence Treat, British bark, 790 (Dobson)—Jardine, Matheson & Co.
 G. H. Wappaus, German bark, 538 (Boysen)—Meyerkell & Co.
 H. Upmann, German bark, 426 (Weber)—Ed. Schellhass & Co.
 J. S. Stone, American bark—Captain.
 Kolga, British bark, 359 (Ketel)—Nils Moller.
 Kolga, German bark, 340 (Lone Bang)—Russell & Co.
 Pearl, American bark, 536 (Howes)—Chapman, King & Co.
 Rosa Madre, Italian bark, 911 (Ottone)—Max. Slevogt.
 Taurunoye Maru, Japanese bark, 369 (Tessensohn)—Kogio & Co.
 Tyburnia, British bark, 943 (Chalmers)—W. Hewitt & Co.
 W. Siegfried, British bark, 393 (Hanson)—Nils Moller.

NAGASAKI.

In Port on 17th March, 1883.

Channel Queen, British bark, 609 (Lacheur)—Order.
 Olga, Russian schooner, (Cooper)—Holmes, Ringer & Co.
 Siberia, Russian schooner, 126 (Brolin)—Holmes, Ringer & Co.
 Sumanoura Maru, Japanese bark, 925 (Spiegelthal)—M. B. M. Co.
 Stout, Norwegian bark, 581 (Hennester)—Captain.

YOKOHAMA.

In Port on 16th March, 1883.

A. Cashman, Russian schooner, 50 (Sternberg)—F. Ketz.
 Alexander, American schooner, 50 (Carlson)—H. Cook.
 Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
 Black Diamond, German bark, 670 (Boyd)—P. Bohm.
 Diana, American schooner, 75 (Peterson)—Captain.
 Elisa, American schooner, 113 (Abbott)—D. Carroll & Co.
 E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
 F. & Amanda, German bark, 370 (Borgward)—J. E. Collyer & Co.
 Helena, American schooner, 40 (Bischof)—M. Ginsbury.
 Lizzie, American schooner, 60 (Abbott)—D. Carroll & Co.
 M. C. Bohm, German schooner, 56—P. Bohm.
 Osego, American schooner, 35, E. (Hardy)—Captain.
 Otome, American schooner, 51, W. (Hardy)—Snow & Co.
 Otter, American schooner, 56 (Littlejohn)—J. E. Collyer & Co.
 Rose, American schooner, 40 (Wilson)—W. Copeland.
 Sophie, Russian brig, 330 (P. Lemscheffer)—F. Ketz.
 Stella, Russian schooner, 40 (Issacs)—F. Ketz.
 Two Brothers, American ship, 1,382 (Hayden)—Alexander Center.
 Vigilant, American ship, 1,800 (Gould)—Fraser & Co.
 Zephyr, British schooner, 250 (Ewart)—F. Ketz.

HER BRITANNIC MAJESTY'S SHIPS.

IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Hongkong.
 Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
 Champion, corvette, 14 guns, Captain Russell S. C. Pasley, Singapore.
 Cleopatra, corvette, 14 guns, Captain Hippisley, Hongkong.
 Curacoa, corvette, 14 guns, Captain Anstruther, Hongkong.
 Daring, composite sloop, 4 guns, Commander F. J. Elliott, Kobe.
 Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
 Flying Fish, sloop, 4 guns, Lieut.-Commander Hosken, Hongkong.
 Fly, double-screw gun-vessel, 4 guns, Commander J. Hogg, Singapore.
 Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhine, Sandakan.
 Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
 Lionet, British gunboat, Commander C. P. Harris, Hongkong.
 Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Hongkong.
 Midge, double-screw gun-vessel, In reserve, Hongkong.
 Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corie, Kobe.
 Pegasus, sloop, 6 guns, Commander Bickford, Hongkong.
 Sheldrake, gunboat, 4 guns, Lieut.-Commander M. Bridger, Yokohama.
 Swift, double-screw gun-vessel, 5 guns, Commander Collins, Hongkong.
 Thalia, British troopship, Captain J. W. Brackenbury, C.M.G., Hongkong.
 Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
 V. Emanuel, receiving ship, 20 guns, Commodore Cunningham, Hongkong.
 Vigilant, paddle dispatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
 Wivern, turret-ship, 4 guns, In reserve, Hongkong.
 Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Tientsin.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chiofo.
 Adonis, French gunboat, 5 guns, Commander Caillard, Saigon.
 Africa, Russian corvette, 8 guns, Captain Alexeyeff, Singapore.
 Alert, American corvette, 4 corvette, Commander Kempf, Kobe.
 Aragon, Spanish frigate, Don Jose R. Hiquero, Hongkong.
 Duke of Edinburgh, Russian ironclad, Captain de Giers, en route Amoy.
 Elizabeth, German corvette, 15 guns, Captain Hollmann, Nagasaki.
 Ermak, Russian transport, Captain Koltchou, Nagasaki.
 Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
 Iltis, German gunboat, 8 guns, Commander Klaus, Swatow.
 Kersaint, French corvette, Commander Beau-mont, Hongkong.
 La Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
 Latin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
 Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Hongkong.
 Morge, Russian gunboat, 7 guns, Commander Tataroff, Japan.
 Nerpa, Russian gunboat, 7 guns, Commander Valond, Chiofo.
 Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
 Platoon, Russian corvette, 8 guns, Captain Poliansky, Saigon.
 Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
 Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Vladivostok.
 St. Petersburg, Russian transport, 6